Direct Express Train between Puri and Chennai

1792. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to introduce a direct express train between Puri and Chennai and vice-versa;

(b) whether the proposal would be implemented during the 2000- 2001 financial year; and

(c) if so, the steps taken in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) and (c) Do not arise.

Tender Specifications for 140 T Cranes

1793. SHRI NILOTPAL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any operational speed requirement laid in tender specifications for 140 T cranes in 1984-85 and 1997-98 contracts for safe travels of these cranes on trunk routes;

(b) if so, what is the operational speed requirement?

(c) whether the Safety Commissioner has issued clearance certificate for tender required operating speed to these cranes; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes Sir.

(b) The maximum speed was specified as 90 kmph.

(c) and (d) The first time introduction of a crane of a new design on a Zonal Railway needs the sanction of Railway Board on the recommendation of Commissioner of Railway Safety (CRS) through Chief Commissioner of Railway Safety (CCRS) for safe operational speed. For running of the similar cranes on other Zonal Railways each Railway takes permission from CRS based on Railway Board's sanction and depending on local conditions actually obtaining on the railways.

For cranes acquired through 1984-85 contract, necessary sanctions were issued by the Railway Board for the first crane and the concerned CRS in terms of Section 27 of Railways Act, 1989. These cranes have been cleared by CRS for 75 kmph.

Interim Certificate to run the cranes received against 1997-98 contract has also been issued. The issue of final speed certificate in terms of Sec. 27 of Railways Act, 1989 for these cranes is under process after completion of oscillation trials by RDSO.

Doubling of the Rail Line between Khurdha Road and Puri

1794. SHRI ANANTA SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal for doubling the rail line between Khurdha Road and Puri in Orissa;

(b) if so, the reasons for the inordinate delay in doubling of the above line; and

(c) the steps taken to implement the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The work of doubling between Khurdha Road and Puri (Phase-I), *i.e.*, from Khurdha Road to Delang (15.30 km) has been included in the Railway Budget, 2000- 2001, at an anticipated cost of Rs. 48 crore.

(b) Does not arise.

(c) Preliminary works like the preparation of plans and estimates etc. are now being taken up.

Transport Plan of RITES for Bangalore

1795. SHRI K.C. KONDAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail India Technical and Economic Services Ltd. (RITES) has submitted a transport plan for Bangalore city;

(b) if so, the estimated cost of the proposed project; and

(c) the action, if any, taken by the Ministry in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.